

John McCarthy's Latest Lincoln



The Pride and Joy of John McCarthy

We want to thank John McCarthy for sending us this brief story about his latest acquisition, a 1948 Lincoln Continental cabriolet. This model marks the end of the line for the popular HV-12 series Lincolns, the smaller-bodied, mass-produced cars that were produced from late 1935 through 1948. These are the models that literally saved Lincoln from going the way of the Pierce-Arrow, driving down the road toward extinction. Until the 1936 Zephyr models, Lincoln was pretty much a build-to-order car company, with the model L series produced from about 1922 through about 1930. In 1931, the model K was introduced, again a large-bodied vehicle, powered by a massive V8 engine, custom-bodied, and with a reasonably high price tag. Beautiful cars, some of the finest of the fine, but with a depression going on, sales were limited. The Nuevo Riche had lost their shirts, and the "real rich" were somewhat reluctant to display their wealth in public during these difficult times.

Lincoln, at the behest of Edsel Ford, worked hard to design a luxury car for the masses. A term that seems to be somewhat mutually exclusive, but it made sense at the time and kept Lincoln in business while other luxury car companies went out of business. The all-new Zephyr rolled off the assembly lines in November 1935, and it's absolutely beautiful styling was the hit of the times. The Zephyr was where it was for Lincoln, and the large, expensive model K soldiered off into oblivion at the end of 1939, the victim of high prices and too few sales. In 1940, the Continental, based on the Zephyr chassis, was introduced and offered as a two-door coupe and cabriolet models.

Both Zephyrs and Continentals received minor design changes through January 1942 when automobile production was halted to convert auto factories to war production. At the conclusion

(Continued on page 4)

Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

This Issue Contains

Feature Story	1	Directors Message	3
Club Information Page	4	Northstar Monthly Board Meeting Minutes	5
Editors Message	2	North Star Events	15
Trivia	2		

Trivia from the Internet



Helen Reddy
One Fine Singer
1941 - 2020

*Helen Maxine Reddy was born into a well-known Australian show business family in Melbourne on October 25, 1941, to actress, singer, and dancer Stella Campbell and Maxwell David "Max" Reddy, a writer, producer, and actor. Her mother performed at the Majestic Theatre in Sydney and was best known as a regular cast member on the T.V. series *Homicide* (1964), *Country Town* (1971), and *Bellbird* (1967). During Reddy's childhood, she was educated at Tintern Grammar. Her half-sister Toni Lamond and her nephew Tony Sheldon are actor-singers.*

Reddy was born during World War II. Her father was a sergeant in the Australian Army with a unit of entertainers; he served alongside one of his actor friends, Peter Finch.

At age four, she joined her parents on the Australian vaudeville

(Continued on page 3)

Editors Message

November 2020

Dear friends and Gentle Readers:

In sixty days, 2020 will be just an entry in the history books. Hopefully, we can enter a new era, where once again, we will feel good about living in our great country and going about our daily affairs, confidently feeling safe about meeting and greeting both friends and

strangers on a regular basis. Now, my big weekly event is going to the local grocery store, spending about 20 minutes, filling up my bags with goodies, and returning home. Most of us, especially us older folks, feel somewhat like prisoners in our own homes. While Olga and I will take the car out and go for long

rides, what with winter at hand, that will be less frequent. I look forward to the day when, once again, it will be safe to call up a few friends and meet in a Bloomington dive bar for a greasy burger and some fries for lunch. Along with some good conversation on a personal, face-to-face basis. If only our time on earth could be extended to make up for this period we are now being "cheated" out of. I guess that it just doesn't work that way.

Last month, a few of us North Star members got in our cars and met over in Hudson, Wisconsin, to participate en masse in a fall leaf tour. Down along the east side of the Mississippi to Red Wing, Minnesota, and back up on the west side to Lakeland, Minnesota. It was an absolutely beautiful day, and we got to see some of the nicest fall colors. Good memories that will help carry us throughout the dreary winter months ahead. Please read a little more about this momentous event in another part of this newsletter. Thanks to those who helped put this tour together and special thanks to Brian Carlson, who captured the day in digital images with his trusty "Box Brownie." Where Brian gets Kodak 616 color roll film these days is beyond me. It would be a good idea to put driving tours in our portfolio of things for

the Lincoln club to do next year. But, then, anything that gets us out of our homes safely is a great idea.

Some new, out of the box ideas are currently bubbling up to keep us amused during this period of great stress. Hopefully, we can come up with something to keep us engaged safely



Sweet Olga was my Co-Pilot or back seat driver on the fall leaf driving tour. She enjoyed seeing all her Lincoln club friends once again and, most important, going out for a nice long drive with her dad. Northern breeds like to talk, and she kept chattering away through most of the tour. I think that she had a good time, her dad really did.

and be interesting and fun to do. Be patient with us; we do want to do our best to try to make the club as much as possible. And if you have any articles for our newsletter, please send them to me. Tell us about your Lincoln, new or old. They are an interesting car, not for everyone, but for those of us, "Who take the

road less traveled." We would like to hear your story; if written right, it will be interesting and engaging. We can help you do that. Maybe, you have a story about another car you once owned, a Pontiac, perhaps a Fraser, or even a Cadillac. Packards are also quite interesting, too. Cars are cars, they are the common denominator that ties us all together. Tell us your story, sing us your song, but let us hear from you in any event. We are not looking for a James Patterson best seller, just an interesting story to grace the pages of our Northstar News.

Along those lines, we want to thank John McCarthy, a long-distance North Star club member who lives in Illinois, for writing about his "new" 1948 Continental cabriolet. John likes these HV-12 powered cars and eventually will turn this one into a well "sorted out" vehicle. We look forward to eventually seeing it at a future Lincoln club show and, at the very least, hearing about the progress that is being made, getting it to a show quality car.

We have Thanksgiving coming up. In spite of everything going on, we still have many things to be thankful for. Please celebrate safely. Stay well.

(Continued from page 2)

circuit, singing and dancing; she recalled: "It was instilled in me: *You will be a star. So between the ages of 12 and 17, I got rebellious and decided this was not for me. I was going to be a housewife and mother.*" At age twelve years, due to her parents' constant touring nationwide and arguing, Reddy went to live with her paternal aunt, Helen "Nell," Reddy, who was the namesake for the younger Helen. The younger Helen's teenage rebellion in favor of domesticity manifested as marriage to Kenneth Claude Weate, a considerably older musician and family friend; divorce ensued and, to support herself as a single mother to daughter Traci, she resumed her performing career, concentrating on singing, since health problems precluded dancing (she had a kidney removed at 17). She sang on radio and television, eventually winning a talent contest on the Australian pop music T.V. show *Bandstand*, the prize ostensibly being a trip to New York City to cut a single for Mercury Records. After arriving in New York in 1966, she was informed by Mercury that her prize was only the chance to "audition" for the label and that Mercury considered the *Bandstand* footage to constitute her audition, which was deemed unsuccessful. Despite having only \$200 and a return ticket to Australia, she decided to remain in the United States with 3-year-old Traci

(Continued on page 5)

Directors Message by Bob Johnson November 2020



Dr. Michael Osterholm, director of the University of Minnesota's Center for Infectious Disease Research and Policy, has stated that we are entering the winter phase of COVID-19 now, and it is as dangerous today as it was when we shut down back in March, but we are slowly learning to live with it. Four different views are; it's a miracle and will disappear, it's only the flu, wear a mask and safe distance or use pixie dust. After a lengthy discussion with our daughter from Lafayette, Indiana, we decided to cancel our annual Thanksgiving at our

home; having family travel from Indiana, Wisconsin, and North Dakota was just not safe. There will be another time to enjoy the family next year.

Our October driving tour, Leaf Cruise, St. Croix Valley October 8, was a huge success due to the efforts of Allan Homeier, John Zwinger, and Brian Carlson, who recommended the routes we drove. We had 19 people on tour. Because of possible COVID contact, Ray and Jeanine Nelson could not attend, and the visit to Keith Snider's ole time replica garage in Bay City, Wisconsin, was also canceled. Brian Carlson took photos, and we have a story about the tour in this issue.

For our November election for managers to the North Star board of directors for 2021, Roger Wothe, Bill Holaday, Jeff Eisenberg, and Dave Heeren have signed up for our Region Manager election for three-year terms.

Mark Wheeler, Cornerstone, has created an online virtual car show system to try doing this fall and winter to replace our normal events. Features include Unlimited entries (registrations); registrations can be for "viewing only" or "show vehicle." Vehicles posted by *owners* can be viewed by year, model, or registration; typically, eight (8) images are uploaded by the owner (per vehicle): front, driver's side, passenger's side, rear, interior, engine, trunk, and a "beauty shot." The number of images is variable and can be set by the client; uploaded images are automatically compressed. The registration cost will be determined with profit going to the club or museum; the vehicle owner can add a detailed vehicle description: people's Choice Award voting, online judging, or participant voting. We will try this as an option for the real thing and hope to reach more Lincoln owners who want to show a car but live too far away. Stay tuned!

Check the LMCF and the LCOC websites for more information on nationally sanctioned Lincoln shows for 2021. It will be posted as soon as it becomes available. "We're looking forward to seeing Continental Marks from all eras," said David Schultz, LMCF chairman. "That includes original, restored, and customized Continentals. Owners need not be members of a Lincoln club to join in on the fun.

Our Facebook presence continues to grow with likes of up to 319 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more Facebook items.

Have you thought about writing a Pride and Joy article about your Lincoln? Dave needs your article about your Lincoln; please help him out.

As always, keep the journey continuing in our marvelous Lincolns and stay WELL.

Bob and Mary Johnson...

Board Of Directors - 2020

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2021
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2022
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2022
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2022
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2020
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: davidwgustafson@att.net

More Pride and Joy

(Continued from page 1)

of the war in 1945, Lincoln resumed production of automobiles once again. The name Zephyr was dropped, and the product line consisted of “standard” Lincolns and the upscale Lincoln Continental, again offered as both two-door coupes and convertibles. Production of the “Zephyr” based Lincolns featuring the HV-12 engine would continue on through mid-1948 when the completely restyled postwar 1949 models would hit the streets and re-excite the buying public, who were looking for brand-new cars.

And now, let’s hear about John McCarthy’s pride and joy... His 1948 Continental.

Almost two years ago, I sold my 1937 Zephyr Sedan to LCOC member Mark Platt of Wisconsin Dells, and while I knew its new home was a good one, the occasion also contained a note of sadness because I really loved the sheer beauty of it.

Well, as luck would have it, in July of this year, such a car did become available near Detroit, in the town of Macomb, Michigan. It was a 1948 Continental convertible. The car appeared to be in good condition and was affordably priced. I went to see it the following week and was very impressed with not only the car but the honesty its caretaker, Pete DeMiglio. I was also drawn to the “Grotto Blue” paint, which is a beautiful non-metallic shade, which bridges the fine line between daring and refined. It is the original color of this unit when it was delivered to Cox Motors of Pleasanton, Kansas. It was built February 7, 1948. I was thrilled to find a copy of the build card, which came with the purchase, and indicated the car was ordered with Whitewall tires, a heater, overdrive, fog lamps, beauty rings, and a radio. All of these options are on the car today.

The car was owned and cherished for the last 35 years by Arthur Snider of Macomb, Michigan, who passed away in the fall of 2019. According to his widow, Patricia, Art had known of the car for many years before he had purchased the ‘48 in the early 1900s. It had languished in an airport hangar for several decades, and while rust-free, it needed a full restoration, which was com-

(Continued on page 6)



John’s Zephyr that he sold in 2018. He just really likes those V12 cars.

(Continued from page 3)

and pursue a singing career.

Reddy recalled her 1966 appearance at the Three Rivers Inn in Syracuse, New York - "there were like twelve people in the audience" - as typical of her early U.S. performing career. Her lack of a work permit made it challenging to obtain singing jobs, and she was forced to make trips to Canada, which did not require work permits for citizens of the Commonwealth countries. In 1968, Martin St. James, an Australian stage hypnotist she had met in New York City, threw Reddy a party with an admission price of \$5 to enable Reddy - then down to her last \$12 - to pay her rent. It was on this occasion that Reddy met her future manager and husband Jeff Wald, a 22-year-old secretary at the William Morris Agency who crashed the party. Reddy told *People* in 1975, "[Wald] didn't pay the five dollars, but it was love at first sight."

Wald recalled that he and Reddy married three days after meeting, and, along with daughter Traci, the couple took up residence at the Hotel Albert in Greenwich Village. Reddy later stated that she married Wald "out of desperation over her right to work and live in the United States." According to the magazine *New York*, Wald was fired from

(Continued on page 6)

Northstar Monthly Board Meeting Minutes

October 1, 2020

BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at his home in Shafer, Minnesota, via telephone conference call. Board members present were Bob Johnson, Dave Gustafson, Bill Holaday, Jeff Eisenberg, Tom Brace, Bob Roth, and Matt Foley. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson opened the meeting with a discussion on the COVID-19 virus effect on our club activities. We decided to cancel all events, except we will still hold certain outdoor type events. We did add one event to our October schedule. We will do an October Leaf driving tour of the St. Croix River valley Thursday, October 8,

The Region planning for 2021 activities will be delayed until the November meeting because of the COVID-19 virus. Bob Roth bought up a great article in the current (Sept-Oct) LCOC Comments Magazine, Page 19 by W Scott Hoover, about COVID and Antique cars. If you own an old car, you should drive it for your own enjoyment and show it to others less fortunate. Take your classic out with your club and do a "DRIVE BYE" of Nursing homes or Assisted Living facilities. If possible, stop and visit when possible; your interaction with people can really be a day brightener for many persons. For 2021. We need to use this type of activity for our events and to benefit others less fortunate. So, for 2021 we need to use and display our Lincolns while staying safe.

It is time to do our November election for managers to the North Star Board of Directors for 2021. Each year in the fall, our Region is required to elect by blanket ballot, one-third of our Board of Directors, for 2021 North Star Board Managers up for re-election are Roger Wothe, Bill Holaday, and Jeff Eisenberg (who filled Larry Sasse Term.) The term of a Region Manager is three years. These positions will be filled by nominations in October and election using mail ballot in November. All active members of the Region are eligible to nominate and vote in the election. If you want to be a candidate, you must contact by letter or email Roger Wothe by October 2, 2020, with the election in November.

Treasurer Matt Foley announced that the treasury balance at the end of September was \$2699.48, with all bills paid.

Membership and Publications Director Dave Gustafson announced Membership is currently about 141. He also requested more My Pride and Joy articles for the newsletter.

Tom Brace again discussed delivering Harvey and Faye Oberg's 1941 Lincoln Continental Cabriolet to the Lincoln Museum in Hickory Corners, where it will be on loan and displayed for the next two years. This is a well-deserved honor for the Oberg's as this is one of the finest Lincoln's in the world, and we now will have the privilege of seeing this car in the Lincoln Motor Car Museum.

There being no further business, the meeting was adjourned at 7:15 p.m. The next meeting will be at 6:30 via conference call Thursday, November 6, 2020.

Respectfully submitted by Bob Johnson for Secretary Roger Wothe.

More P and J

(Continued from page 5)

William Morris soon after having met Reddy, and "Helen supported them for six months doing \$35-a-night hospital and charity benefits. They were so broke that they snuck out of a hotel room carrying their clothes in paper bags." Reddy recalled: "When we did eat, it was spaghetti, and we spent what little money we had on cockroach spray." They left New York City for Chicago, and Wald landed a job as talent coordinator at Mister Kelly's. While in Chicago, Reddy gained a reputation singing in local lounges- including Mister Kelly's - and, in the spring of 1968, she landed a deal with Fontana Records, a division of major label Chicago-based Mercury Records. Her first single, "One Way Ticket," on Fontana was not an American hit, but it did give Reddy her first-ever appearance on any chart as it peaked at No. 83 in her native Australia.

Within a year, Wald relocated Reddy and Traci to Los Angeles, where he was hired at Capitol Records, the label under which Reddy was to attain stardom; however, Wald was hired and fired the same day. At the same time, in 1969, Reddy enrolled at the University of California, Los Angeles, to study parapsychology and philosophy part-time.

(Continued on page 7)

(Continued from page 4)

to wake the owner, so I went to the motel and pleted in the early 1900s.



From left to right, Pete DeMiglio, (close family friend and the car's mechanic), Ms. Snider and her two sons, Mike and Matt

It became clear that after meeting Mrs. Snider and her two sons (an absolute requirement before any purchase would take place) and driving the car, I just had to have it. It was clear that this 1948 Lincoln was more than just a Lincoln - it was a cherished member of the family. The day it was loaded up, I was surrounded by probably 15 members of the Snider clan, including cousins and grandchildren as if to say.....you'd better be good to her or else!

To be clear, this is not a perfect car.....not, even close. It has a plethora of needs that will be addressed in the coming months. The hydraulic window/top pump is being rebuilt as I write this. Virtually none of the instruments, the radio, and the heater is operational, not to mention the turn signals, brake lights, and so on.

That being said, I love this work of rolling art and still can't fathom that my name is on its title. From my vantage point, these 1939 thru 1948 Continentals are genuinely the "Queens" of all Lincolns. Whether hard or soft top, these represent Edsel Ford's most significant work. Whenever they appear at an LZOC and LCOC Meets, they always garner respect and are considered special. Do not own one if you wish to avoid attention; they attract people like moths are drawn to light. Even people who have not even a passing interest in cars will literally stop in their tracks and to take them in. I feel blessed to own one of them.

1948 Happenings

MAJOR EVENTS:

- Mahatma Gandhi assassinated in India
- House Un-American Activities Committee accuses Alger Hiss of spying for the Soviet Union
- Communists seize power in Czechoslovakia
- U.S. Congress ratifies Marshall Plan, approving \$17 billion in European aid
- State of Israel created; admits over 200,000 European war refugees
- Soviet Union seals off land routes to Berlin; West responds with massive airlift of provisions
- President Harry S Truman re-elected in upset over Thomas E. Dewey
- President Truman integrates the U.S. Armed Forces
- World Health Organization was formed by the United Nations

BUSINESS & ECONOMY:

- U.S. continues to cope with severe post-war inflation while rocked by labor unrest
- United Auto Workers succeed in linking wage increases to cost-of-living index in contract with General Motors
- Congress enacts federal rent controls

SCIENCE & TECHNOLOGY:

- Alfred Kinsey's *Sexual Behavior* in the Human Male is the first large-scale study of individuals' sexual habits, with stunning revelations about infidelity, homosexuality and other issues
- U.S. government conducts extensive missile tests in New Mexico desert
- 200-inch telescope at Mount Palomar begins operation
- Cortisone introduced as an arthritis treatment
- "Big bang" theory of the universe's origin postulated
- Orville Wright dies

SPORTS:

(Continued on page 7)

(Continued from page 6)

Reddy became frustrated as Wald found success managing such acts such as Deep Purple and Tiny Tim without making any evident effort to promote her; after 18 months of career inactivity, Reddy gave Wald an ultimatum: "he [must] either revitalize her career or get out... Jeff threw himself into his new career as Mr. Helen Reddy. Five months of phone calls to Capitol Records executive Artie Mogull finally paid off: Mogull agreed to let Helen cut one single if Jeff promised not to call for a month. She did 'I Believe in Music' penned by Mac Davis backed with 'I Don't Know How to Love Him' from Tim Rice and Andrew Lloyd Webber's *Jesus Christ Superstar*. The A-side fell flat, but then some Canadian D.J.'s flipped the record over, and it became a hit - No. 13 in June 1971 - and Helen Reddy was on her way."

Reddy's stardom was solidified when her single "I Am Woman" reached No. 1 on the *Billboard* Hot 100 in December 1972. The song was co-written by Reddy with Ray Burton; Reddy attributed the impetus for writing "I Am Woman" and her early awareness of the women's movement to expatriate Australian rock critic and pioneer feminist Lillian Roxon. Reddy is quoted in Fred Bronson's *The Billboard Book of Number One Hits* as saying that she was looking for songs to record which reflected the positive self-image she had gained from joining the

(Continued on page 8)

More 1948....

- **World Series:** Cleveland over Boston, 4-2
- Olympics held in London
- "Citation" wins Preakness, Belmont and Kentucky Derby
- Boxer Joe Louis retires
- Babe Ruth dies

ARTS & ENTERTAINMENT:

- **Movies:** *Hamlet*, *Macbeth* (Orson Welles), *The Naked City*, *Oliver Twist*, *The Fallen Idol*
- **Songs:** *Nature Boy*, *Buttons and Bows*, *All I Want for Christmas is my Two Front Teeth*
- **TV Shows:** *Howdy Doody*, *Philco TV Playhouse*, *Toast of the Town*, *Kraft Television Theatre*, *Meet the Press*
- **Books:** *The Big Fisherman*, Lloyd C. Douglas; *Crusade in Europe*, Dwight D. Eisenhower; *Cry, the Beloved Country*, Alan Paton; *The Ides of March*, Thorton Wilder; *Tales of the South Pacific*, James Michener; *The Naked and the Dead*, Norman Mailer
- Long-playing (33-1/3 RPM) record invented
- Boxing and wrestling are TV's prime attractions
- ABC enters network TV

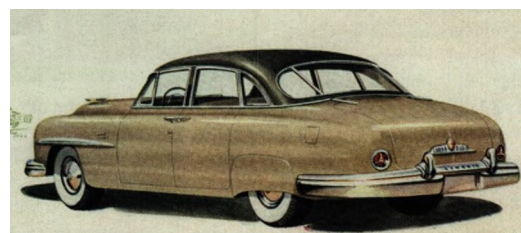
EVERYDAY LIFE:

- Selective Service inaugurated, providing a continuous peacetime military draft until repealed in 1973
- New York's Idlewild Airport opens (renamed JFK Airport in 1963)
- Swiss outdoorsman George de Mestral invents Velcro
- Noted food critic, Duncan Hines, founds a company to make prepackaged cake mixes

FUN FACTS:

- Popcorn sold on a mass scale for the first time
- "Scrabble" introduced
- Alice Cooper, Ozzy Osbourne, Olivia Newton-John were born

All New 1949's



The Lincoln Cosmopolitan, new for 1949

The 1948 Lincolns were the end of one era and the beginning of a new and somewhat exciting period for Lincoln. They were gone forever, the V-12 engine that was the heart of Lincoln and the last V-12 to be found in an American built motor car. Styling changes would be made too, transforming Lincoln into a more contemporary looking automobile, trying so very hard to keep up with the times. Below is a fascinating story that initially appeared in the May-June issue of *Continental Comments* and was written by noted author Tim Howley, a long time CC editor, and quite possibly one of the most knowledgeable people regarding Lincoln's of this era. We hope that you enjoy this very interesting history of the 1949-51 Lincoln.

The year 1941 marked the beginning of a long decline in Lincoln sales. Before establishing a separate Lincoln-Mercury Division, October 22, 1945, Lincoln had a very weak dealer organization. Frequently, Lincolns were sold through Ford dealers. To further complicate matters, Edsel Ford died in May 1943, leaving Lincoln rudderless. There were postwar Lincolns designed and even made up as full-sized clays by 1944. But none of these were produced immediately after World War II. The 1946 Lincoln was a facelifted 1942, and even the 1946 Lincoln Continental was a 1942 facelift. After the 1948 model, there was no longer a Lincoln Continental.

E.T. "Bob" Gregorie and his staff were working on proposals for postwar Fords, Mercurys, and Lincolns in 1942. It can only be presumed that Edsel Ford, now in failing health, took an only limited interest in these projects. Gregorie's staff could only spend a small amount of time on these projects due to wartime design priorities. In fact, technically, automobile manufacturers were forbidden by the government to design peacetime products. In September 1943, Gregorie was forced out for six months by Charlie Sorensen and his right-hand body engineer, Joe Galamb. Larry Shel-

(Continued on page 8)

(Continued from page 7)

women's movement, but could not find any, so "I realized that the song I was looking for didn't exist, and I was going to have to write it myself."

"I Am Woman" was recorded and released in May 1972 but barely dented the charts in its initial release. However, female listeners soon adopted the song as an anthem. They began requesting it from their local radio stations in droves, resulting in its September chart re-entry and eventual No. 1 peak. "I Am Woman" earned Reddy a Grammy Award for Best Female Pop Vocal Performance. At the awards ceremony, Reddy concluded her acceptance speech by famously thanking God "because She makes everything possible." The success of "I Am Woman" made Reddy the first Australian singer to top the U.S. charts.

Three decades after her Grammy, Reddy discussed the song's iconic status: "I think it came along at the right time. I'd gotten involved in the Women's Movement, and there were many songs on the radio about being weak and being dainty and all those sorts of things. All the women in my family, they were strong women. They worked. They lived through the Depression and a world war, and they were just strong women. I certainly didn't see myself as being dainty," she said.

Over the next five years following her first success, Reddy had more than a dozen U.S. Top 40

(Continued on page 9)

The All New 1949 Models continued

(Continued from page 7)

Sheldrick, whose radical engineering ideas displeased Sorensen and Henry Ford, was fired. Sheldrick was gone for good, but when Henry Ford II came on board in 1944, Gregorie was rehired. While Gregorie was out for six months, Tom Hibbard was in charge of all Ford design projects. However, there seems to be no radical difference between Gregorie's design direction and Hibbard's.

Gregorie's idea for postwar cars was much bigger, Fords, Mercurys, and Lincolns. These cars all had very rounded lines. In those days, they called it "monocoque" design. Today we call them "bathtubs." These cars were supposed to be living rooms on wheels with passengers cradled between the axles on wide, pillowy seats and surrounded by all the comforts of streamlined passenger trains. Such styling philosophy prevailed throughout the industry just before and during World War II.

Then, immediately after the war, there was nothing but design chaos at Ford because of reorganization and because Ford brought in so many new designers, primarily from General Motors. This was also the case in all other departments.

Despite all that has been rumored and written, there was never any serious work done on a radically new and different postwar Lincoln Continental, with one exception: a full-sized clay done under George Snyder, who came over from General Motors Corp. The primary thought was to lengthen the wheelbase of the car that became the 1949 Lincoln Cosmopolitan and put a Continental kit on it. Ford did not have the money in those days to develop a Lincoln Continental with different sheet metal, nor did the market justify such an expense. Ford had always lost money on the Lincoln Continental. It was only built to satisfy Edsel Ford, and after his death, it had no supporters.

We can speculate endlessly on what might have happened. Here is what did happen. On July 1, 1946, Ernest R. Breech came over from the Bendix Division of General Motors to become second in command to Henry Ford II. He was not at all impressed with Gregorie's clays for 1949 Fords, Mercurys, and Lincolns. But he realized that tooling was too far along to eliminate these cars completely. Then, according to the oftentold story, one night in August 1946, he had a vision. Breech proposed bumping up the pro-

posed 118-inch wheelbase 1949 Ford to become a Mercury, the 121-inch wheelbase Mercury to become a smaller Lincoln, and the 125-inch Lincoln to become the Lincoln Cosmopolitan. The 128-inch wheelbase Lincoln Custom and 132-inch wheelbase Lincoln Continental projects would be scrapped. An all-new 1949 Ford would be designed from a fresh sheet of paper, and in August 1949, nobody had the foggiest idea what the 1949 Ford would look like. In the end, the '49 Ford was designed by George Walker's outside styling group. This explains why the 1949 Ford looks nothing like the 1949 Mercury and why the 1949 Mercury and smaller Lincoln look so much alike. 1949-51 is the only period in Ford history when a Lincoln shares its body with a Mercury.



The "Standard" Lincoln, largely based on the 1949 Mercury body and chassis.

A key to understanding all of this, seldom mentioned in most articles and books, is that the rearrangement made by Breech and supported by all top management gave Lincoln-Mercury two makes of cars in the medium-priced field, the Mercury and the Mercury bodied Lincoln. This was a first-time event in Lincoln and Mercury history.

The 121-inch wheelbase Lincoln shared its body from the cowl back with the Mercury. The Lincoln and Lincoln Cosmopolitan had similar K type box section frames, with the Lincoln frame extended an additional three inches over the Mercury frame. The Cosmopolitan was an entirely different car on a 125-inch wheel base frame with the body from the cowl back unique to this model.

The Lincoln Cosmopolitan had a one-piece curved windshield while the Lincoln shared its flat, two-piece windshield with the Mercury. Do the Lincoln and Lincoln Cosmopolitan have the same front clips? It looks like they do, but since the Lincoln Cosmopolitan body is 2.5 inches wider than the Lincoln and Mercury body, I would suspect not. Has any

(Continued on page 9)

(Continued from page 8)

hits, including two more No. 1 hits. They included Kenny Rankin's "Peaceful" (No. 12), the Alex Harvey country ballad "Delta Dawn" (No. 1), Linda Laurie's "Leave Me Alone (Ruby Red Dress)" (No. 3), Austin Roberts' "Keep on Singing" (No. 15), Paul Williams' "You and Me Against the World" (featuring daughter Traci reciting the spoken bookends) (No. 9), Alan O'Day's "Angie Baby" (No. 1), Véronique Sanson's and Patti Dahlstrom's "Emotion" (No. 22), Harriet Schock's "Ain't No Way to Treat a Lady" (No. 8), and the Richard Kerr/Will Jennings-penned "Somewhere in the Night" (No. 19; three years later a bigger hit for Barry Manilow). Reddy's total sales figures for the United Sales are estimated at more than 10 million singles and 25 million albums; her worldwide album sales tally is estimated at more than \$80 million.

On July 23, 1974, Reddy received a star on the Hollywood Walk of Fame for her work in the music industry, located at 1750 Vine Street.

At the height of her fame in the mid-1970s, Reddy was a headliner, with a full chorus of backup singers and dancers to standing-room-only crowds on *The Strip in Las Vegas*. Among Reddy's opening acts were Joan Rivers, David Letterman, Bill Cosby, and Barry Manilow. In 1976, Reddy recorded The Beatles' song "The Fool on the Hill" for the musical documentary

(Continued on page 10)

(Continued from page 8)

restorer ever tried interchanging fenders and hood between the two models? Also, the instrument panels should be slightly different due to the Cosmopolitan's greater body width.



The 1949 Cosmopolitan "Town Sedan" featured "fast back" styling. Note the pontoons over the front wheel. This model was not overly popular with prospective buyers.

Why do 1949 - 51 Lincolns and Cosmopolitans have sunken headlamps? Originally the cars were to have retracting doors over the headlamps like the 1942 DeSotos. There are two stories as to why this did not come about. The first is that they were never able to get the doors to retract satisfactorily. The second is that Ford was doing everything possible in those days to cut production costs. In either event, the dies for the fenders with their unique stampings were already made before the decision was made to abandon the hideaway headlamps. So, at the last minute, someone got the bright idea of putting sunken chromed bezels around the headlamps, thus creating the sad, sunken eyes of the cars nicknamed the "Water Buffalo" Lincolns.

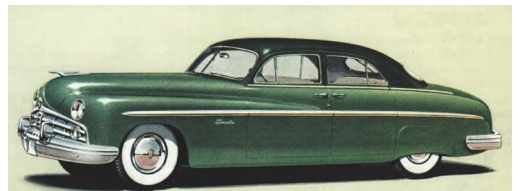
Both the Lincoln and Lincoln Cosmopolitan shared the same 336.7 cid flathead V-8, the largest flathead Ford V-8 built since the Lincoln 385 was retired in 1932, and an engine that was first introduced as a Ford F-7 and F-8 truck engine and even continued as a Ford truck engine after 1951. This was a 90-degree, 900-pound engine developing 152 horsepower @ 3,600 rpm. It was a vast improvement over the HV-12, which, as late as 1946, was planned for use in the 1949 Lincoln. The V-12's successor, the 336.7 V-8, had a 3.5-inch bore, 4.38-inch stroke, 7:1 compression ratio, and a maximum torque of 265-foot pounds @ 2000 rpm. In contrast, Cadillac's revolutionary ohv V-8, introduced on the 1949 models, weighed 200 pounds less. Lincoln did not have an ohv V-8 engine until 1952,

Rather than employing a cast crankshaft, like the Ford and Mercury V-8, the Lincoln had a drop-forged crankshaft and zero lash hydraulic valve lifters. The former single downdraft

carburetor was replaced with a large dual-concentric downdraft carburetor with air-cooled fuel chambers. There was now a separate exhaust system for each bank of cylinders located outside the engine V to permit better exhaust cooling. Further cooling improvement was made through a completely redesigned cooling system and a new low profile radiator. The distributor was more conventional than on the V-12. About the only thing that wasn't improved was vibration damping. In 1949 models, engineers employed a silicone type fluid in the damper, which leaked out and was blamed for engine vibration. The possibility of piston slap on cold starts was reduced by embedding steel struts in the aluminum piston. These limited piston expansion under various temperature conditions, permitting closer tolerances between pistons and cylinder walls.

A vacuum boost pump permitted uniform windshield wiper operation, and a high capacity generator was added.

The transmission was a conventional three-speed gearbox with optional Borg-Warner overdrive, standard on the Lincoln Cosmopolitan, optional on the Lincoln. After Lincoln and Mercury's disastrous Liqueumatic transmission for 1942, Lincoln engineers were reluctant to introduce an automatic transmission that was not fully developed. Therefore, from mid-1949 through 1954, Lincoln offered a General Motors Hydramatic transmission, which must have been an embarrassment to dealers.



The smaller Lincoln, based upon the Mercury body, features very clean styling. It retains the two piece windshield. Note the sunken headlamps and the "sad looking" grill. It does not have the "ponton" over the front wheel, making it look much cleaner.

For 1949, Lincoln and Mercury employed independent front suspension for the first time. Both frames had front coil springs in wishbone pressed steel arms, and parallel rear leaf springs replacing transverse springs front and rear in 1946-48 models. The rear

(Continued on page 10)

(Continued from page 9)

All This and World War II. Reddy was also instrumental in supporting the career of friend Olivia Newton-John, encouraging her to emigrate from England to the United States in the early 1970s, giving her professional opportunities that did not exist in the United Kingdom. At a party at Reddy's house after a chance meeting with Allan Carr, a film producer, Newton-John won the starring role in the hit film version of the musical *Grease*.

Reddy announced her retirement from performing in 2002, giving her farewell performance with the Edmonton Symphony Orchestra. The same year, she moved from her long-time residence in Santa Monica, California, back to her native Australia to spend time with her family, living first on Norfolk Island, before taking up residence in Sydney.

She also earned a degree in clinical hypnotherapy and neuro-linguistic programming. She was a practicing clinical hypnotherapist and Patron of the Australian Society of Clinical Hypnotherapists.

In April 2008, Reddy was reported to be living "simply and frugally off song royalties, pension funds, and Social Security... [renting] a 13th-floor apartment with a 180-degree view of Sydney Harbour." Her apartment had been recently appraised, causing Reddy concern over its future affordability; however, the New York-based

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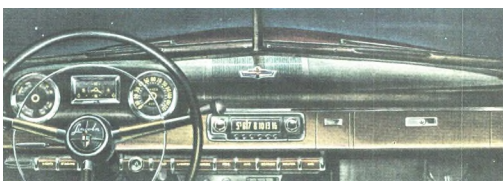
The All New 1949 Lincoln continued...

(Continued from page 9)

axle was a new semi-floating type replacing the old 3/4 floating axle.

The 1949 Lincoln and Lincoln Cosmopolitan were introduced to the public on April 22, 1948, a week before the introduction of the 1949 Mercury and two months before the introduction of the 1949 Ford. The Lincoln introduction came three months before introducing the 1949 Cadillac, a warmed-over 1948 model with a new ohv V-8. There were three Lincoln models, a coupe, four-door sports sedan, and a two-door convertible, plus four Lincoln Cosmopolitan models, a two-door coupe, four-door notchback sport sedan and fast-back town sedan, and two-door convertible. 1949-51 was the last time Lincoln would offer true pillared two-door models. Beginning in 1952, all two-door Lincolns were pillarless hardtops. Beginning in 1952, Lincoln went back to one wheelbase for both the upper end and lower end models. Total 1949 Lincoln production was 73,705--38,384 Lincolns and 23,123 Lincoln Cosmopolitans.

While 1949 Lincoln styling credit goes to E.T. Gregorie, and a lesser degree Tom Hibbard, William F. "Bill" Schmidt was the primary stylist behind the 1950 and 1951 facelifts. He was the first head of Lincoln-Mercury styling when Lincoln-Mercury became a separate division in 1945 and remained division styling head until he resigned to go to Studebaker-Packard in 1955.



The 1949 Lincoln dashboard was not one of their finest works of art or utility. It was completely redone for 1950 and looked so much better, and featured good functionality.

The 1950 Lincoln and Lincoln Cosmopolitan received a new linear grille that was a combination of stainless steel and diecast metal, and a slightly modified rear-end treatment. The 1949 instrument panel was both costly to produce and troublesome in service, especially with its church organ keys. The 1950 instrument panel was a clean, one-piece affair with all of the instruments housed in a single cluster under clear plastic. The new panel was walnut wood-grained and swept

gracefully into the front doors. There were minor improvements in suspension and steering, carburetion, automatic choke, and spark control. The engine did not change until late in the 1950 model year.

The Lincoln convertible was dropped. With 1949 Mercury sales so successful, there seemed to be no reason to offer a Lincoln convertible, which did not sell very well. But the Lincoln Cosmopolitan convertible was continued. Also discontinued was the four-door Lincoln Cosmopolitan Town Sedan. Two new models were added in the spring of 1950. These were the Lincoln Lido coupe and Lincoln Cosmopolitan Capri coupe. Both these models had vinyl tops, and fancy convertible inspired interiors, plus some colors exclusive to these models such as Chantilly Green, a chartreuse. These two models were Ford's halfhearted answer to General Motors Corp.'s new hardtops introduced in mid-1949. Besides the Lincoln Lido and Capri, there was the Mercury Monterey and Ford Crestliner with similar trim themes. Even less known than the Lido and Capri were the Cosmopolitan sedans with Derham treatment. This consisted of filling in the rear quarter windows, placing a small oval window at the rear, and covering the top with fabric.

Lincoln production for 1950 totaled 17,489 vehicles—5,748 coupes and 11,741 sedans. There were 10,701 Lincoln Cosmopolitans-1,315 coupes, 8,341 sedans, 536 convertibles, and 509 Capris. Total 1950 production was 38,190 automobiles. This was a little more than half of 1949 production, and it can be attributed to three factors--a far shorter model year than 1949, lack of an ohv V-8 engine to compete with Cadillac and Oldsmobile, and lack of true pillarless hardtops.

The most obvious change for 1951 was a fishtail rear end, ala 1951 Mercury. This was accompanied by a wider one-piece rear window. Both of these styling changes were made on the Lincoln only, not the Lincoln Cosmopolitan, which did have a slightly modified rear end. Headlamps on all models were set further apart and had a narrower bezel, but still were sunken into the fenders. The airfoils on the front fenders of the Cosmopolitan were replaced with a straight line of diecast metal running the entire length of the car. The fine wood graining on the Cosmopolitan instrument panel gave way to

(Continued on page 11)

More on the All New Lincoln for 1949

(Continued from page 10)

landlord learned his tenant's identity and wrote her: "I had no idea it was the Helen Reddy who was living in my unit. Because of what you have done for millions of women worldwide, I will not sell or raise your rent. I hope you'll be very happy living there for years to come."

For several years, Reddy maintained that she would not return to the stage. In 2008, she stated, "It's not going to happen. I've moved on," and explained that her voice had deepened to a lower key, and she wasn't sure if she would be able to sing some of her hits. She also said she had simply lost interest in performing. "I have very wide-ranging interests," she said. "So, singing 'Leave Me Alone' 43 times per song lost its charm a long time ago."

In August 2015, unnamed sources revealed that Reddy was diagnosed with dementia and had moved into the Motion Picture and Television Fund's Samuel Goldwyn Center, where she was cared for by family and friends.

Reddy became a naturalized American citizen in 1974, saying after the ceremony that "I feel like I'd like to have a cup of tea and a good cry." She resumed her Australian citizenship when the subsequent opportunity to maintain dual American-Australian citizenship became available.

At age 20, Helen married Kenneth Claude Weate, an older musician

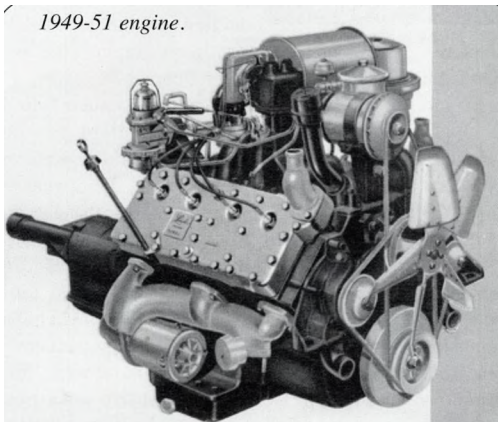
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paints that matched the exterior color. The grille was reworked again. The '49 bumpers gave way to a cleaner design, which in the front began to integrate the bumper and grille, a styling theme, which would be carried much further in 1952. In 1951, horsepower was increased from 152 to 154.

Production-wise, 1951 was better than in 1950, with a total of 32,574 total units. There were 4,482 Lincoln club coupes and 12,279 sedans. In the Cosmopolitan series, there were 12,229 four-door sedans, 1,476 coupes, 1,251 Capris, and 857 convertibles.

1949-51 engine.



Featured for 1949 was the "Invincible" V8 engine, which replaced the famed V12 powerplant for Lincoln. It was sourced from the Ford F8 model truck. It went through a series of refinements and by 1951 was a fairly good power plant for Lincoln.

Records were broken for the 1949 model year with Lincoln, and Lincoln Cosmopolitan production at 73,460 was a Lincoln top number until 1972. But you must remember that the 1949 Lincoln was introduced in April 1948. For the 1949 model year, Lincoln produced 38,384 Lincolns and 35,123 Lincoln Cosmopolitans. In Cosmopolitans, there were 18,906 Sports Sedans, 7,302 Town Sedans, 7,685 coupes, and 1,230 convertibles. There is no break-down of Lincolns by body type.

The 1951 Lincoln and Lincoln Cosmopolitan had very few styling changes over 1950. The 1951 grilles look almost the same as 1950, but there are subtle differences. In both 1950 and 1951, the diecast egg crate 1949 grille, reminiscent of 1948 and earlier Lincolns, was replaced with a linear combination stainless steel and diecast grille which had subdued parking lamps at the outer ends

rather than large bug-eyed parking lamps within the grille. But the 1951 grille has a slightly different center bar arrangement than 1950. The troublesome pullout 1949 door handles were replaced in 1950 and 1951 with push-button door handles. Heater and vent systems were completely redesigned for 1950 and remained the same for 1951. The 1951 instrument panel remained the same as 1950, with colors keyed to the body color replacing the walnut wood-graining.

There was only one engine change during the 1949-51 era. That was late in 1950; as mentioned earlier, the vibration damper filled with a silicone fluid did not work out very well. This was blamed for a lot of complaints about engine vibration.

Another problem was oil consumption. Lincoln had four-piston rings in 1949 and early 1950, but this did not stop oil consumption. Going on the theory that the fourth ring dragged, they tried three rings later in 1950. This cured the problem and gave a slight horsepower boost. Engineers further discovered that the vibration complaints stemmed not so much from the vibration damper as from a poorly balanced engine. Later 1950 models and all 1951 models had improved engine balancing and improved vibration damping. The cylinder blocks were made with more alloy to increase cylinder bore durability. Minor engine improvements included the addition of distribution tubes in the water passages for better cooling to the exhaust valves.

This engine marked the end of an era. In 1952, Lincoln went to an exciting new ohv V-8. (Mercury would not offer a Lincoln engine again until 1958.) With this new engine, Lincoln-Mercury dealer Bob Estes and Bill Stroppe would persuade Benson Ford to reenter the motorsports world where they had been absent since 1935. In the last issue, we had a feature on Ed Sullivan and his association with Lincoln-Mercury. The impact of the *Ed Sullivan Show* on Lincoln-Mercury sales in the '50s has never been fully explored by historians. Lincoln was poised for greatness during the 1949-51 era. They built exciting cars in the 1952-57 era, and these cars were marketed with passion. But, 1958-60 was a strange time in Lincoln design and American car design in general. It was the lack of public acceptance of all Ford products during those years that turned Lincoln in a new direction in the '60s. Indeed not Lincoln's passion for building unique cars and marketing them with gusto.

October Fall Leaf Tour

(Continued from page 11)

and family friend she says she wed to defy her parents, who wished her to follow them into show business. The couple separated not long after the birth of their daughter, Traci.

In 1968, she married Jeff Wald, a native of The Bronx. She converted to Judaism before marrying Wald, with whom she had a son, Jordan, born in 1972.

By January 2, 1981, Reddy and Wald had separated, and he had moved into a Beverly Hills treatment facility to overcome an eight-year cocaine addiction, a \$100,000 per year habit. Reddy subsequently filed for divorce, yet withdrew her petition the day after filing it, stating: "After 13 years of marriage, a separation of one month is too short to make a decision." In 1982, after finding evidence of Wald's continued substance abuse, Reddy again separated from him and initiated divorce proceedings, which this time went through in January 1983. They agreed to shared custody of their son Jordan but later became embroiled in a court battle after both filed for sole custody. Her son later changed his surname to Sommers and became her assistant.

In June 1983, she married Milton Ruth, a drummer in her band; the couple divorced in 1995.

Reddy died on September 29, 2020, in Los Angeles, aged 78. She had Addison's disease and dementia in her later years.

From the internet...

By B. Mitchell Carlson



Allan Homeier in our pilot car, a 1928 Lincoln hotrod with a 460 motor driving through Wisconsin.

October 8 proved to be one of the nicest October days this year (all things considering) when we had our second driving tour of the year. Once again, it was on the Twin Cities area's eastern fringes, with everyone meeting at the McDonalds along I-94 in Hudson, Wisconsin. With everyone assembled in their parking lot by 1 p.m., we took off heading south. Tour attendees were Allan Homeier, Hudson(lead tour on his route to Red Wing); John Zwinger, Hastings (lead tour back to the Bungalow Inn, Lakeland); Brian Carlson, Oakdale; Bob and Mary Johnson, Shafer; Dave Gustafson and Olga the Samoyed, Burnsville; Roger and Barb Wothe, Wayzata; Tom and Joan St Martin, Brooklyn Park; Dave and Tammie Heeren, Lakeville; Matt Foley, Chanhassen; Bob Roth, Wayzata; Jeff and Wendy Eisenberg, Golden Valley; Fred and Jan Syrdal, Colombia Heights; and Winston Peterson, Golden Valley.



Bob Johnson handing out a trip guide to Matt Foley in his '56 Mark II.

Initially, we traveled along the improved four-lane Wisconsin state highway 35 down through the edge of River Falls, but just south of town taking county road O. With Mother Nature's full splendor of the leaves

changing on this gently hilly and gently winding road, we zig-zagged across US highway 10 where they meet at Trimble. Continuing south on County O, we now paralleled the Trimble River in its valley for approximately 15 very scenic miles until we reached Wisconsin 35 once again, just outside of Hager City.



Olga may be David Gustafson's co-pilot (or back seat driver), but A.G. Bear was Matt Foley's.

With Bob Johnson now taking the lead, we crossed over to Minnesota on the new bridge at Red Wing. Heading out of town going north on US 61, John Zwinger took over pilot car duties, taking us into Treasure Island Casino for a rest stop in their massive parking lot.

For those of us who were here in 2002 for the Mid-America National Meet, quite a lot has changed since then. Where there once was the infamous "goose poop field" where the Concours was conducted is now a newer motel. After a short while to visit, stretch legs, and run inside for restroom breaks, if needed, "Ziggy" resumed leading the tour.

Leaving Treasure Island, we followed as close to the Mississippi as possible on County Road 18, then Ravenna Trail into the heart of Hastings. Rejoining US 61, we crossed the Mississippi one more time, then heading east for a short spell on US 10 to get on the scenic St. Croix Trail. Long a quasi-secret favored road of motorcyclists and sports car enthusiasts; this winding, hilly, and the scenic road passes Afton Alps and goes through what can

More Leaf Tour

be deemed downtown, Afton. Continuing on St. Croix trail as it passed under I-94, the first right turn you can make past it was our final destination, The Bungalow Bar and Restaurant. As it turns out, this year, Thursday evening is car show night, with a small ad hoc car show in their parking lot, which we instantly doubled upon our arrival. With the onset of rush hour, some folks headed back home, yet some of us stayed to kick tires and have dinner there (seeming to be mostly those who are also UMR-CCCA members).



Jeff and Wendy Eisenberg in their Mercedes-Benz convertible, along with Roger and Barb Wothe in their 1966 Mustang, wait in traffic in Red Wing.



At least it was also made at the Lincoln plant at Wixom, Michigan. Bob Roth brought out his 1959 T-bird convertible.



Bob, I warned you about racing your Mark VII against Ziggy's Shelby for Pink Slips.

All told, it was a very successful event. We had a good mix of dozen cars, from a 1956 Lincoln Premier two-door hardtop and a 1956 Continental Mark II through a 2020 Lincoln Aviator SUV. Best of all, there were no break-downs –

Hail and Farewell



Marilyn Nystrom

Marilyn DeWeerd Nystrom, age 75 of New Brighton, passed away September 26, 2020 surrounded by her daughters and granddaughter in J.A. Wedum Residential Hospice Center. Marilyn was born in Sioux City, IA on April 8, 1945 to Gus and Marjorie DeWeerd. She moved to Minnesota in 1961, where she met and married the love of her life, Gary Nystrom. Together they had Joelle and Alyssa. Marilyn brought joy to all those she touched with her infectious smile, joy in life, her sparkle and sense of humor.

She spent many days enjoying her “hippie van,” and attending to her beautiful home and garden. She was the mom and grandma that never missed the chance to celebrate a birthday or holiday, and seldom missed the artistic performances of her daughters and granddaughters. Marilyn always gave extraordinary attention and thoughtfulness to the cards and gifts she bestowed. “All I ever wanted to be was a mom,” she said many times. She excelled in her role as a loving mother and grandmother. Marilyn had a great sense of adventure, and loved traveling and trying new things with her friends and family. She was proud to fly with her daughter, S Joelle, a pilot who followed in Marilyn’s father’s footsteps, tracing his many miles flown in Alaska. Marilyn was a longtime friend of Bill and Lois Wilson.

Her friends and neighbors were like family, and Marilyn was especially grateful to those who supported her with prayers and practical help that allowed her to remain in her home of 51 years. Her very special friends included Linda Bergherr, Mary Bot, Mary Noble, Bob Johnson, Dianne Cline, Dianne Doppler and Sue Pellow. Marilyn is survived by daughters Joelle Petersen of Fort Meyers, FL and Alyssa (Hans) Miller of Fargo, North Dakota, granddaughters Grace Miller of Rochester, NY, Mia Miller of Minneapolis, MN, Camille Miller of Fargo, ND, and Miss Itty Bitty Kitty. Marilyn was preceded in death by her beloved husband of 39 years, Gary Nystrom, her parents Gus and Marjorie DeWeerd and her brother David DeWeerd.

Marilyn was a good friend of Bob Johnson, of Tyler, Minnesota, long time North Star member and was his guest at a number of North Star Lincoln club activities over the years. She was a sparkling conversationalist and we all enjoyed her company as much as she enjoyed ours. After about 15 minutes of talking with her, you were her good friend. She will be deeply missed by all of us.

A deep lover of animals near and far, Marilyn requested memorials be sent to the WORLD WILDLIFE FUND (WWF) in lieu of flowers. Funeral services have been held.

More Fall Tour

(Continued from page 13)

everyone who started the tour was either able to make it home or to The Bungalow. More importantly, we were able to get out and have some socially distanced camaraderie and get some exercise out of our otherwise slumbering Lincolns. Moving forward, if we continue to be locked out from holding other events – both for the rest of this year and going into 2021 - this looks to be one of our best alternatives. There's even some talk of good weather driving another tour something this fall/winter. Keep an eye on this newsletter and make sure the club has your email address, as the nature of the beast is that these tours seem to be a limited notice happening.



Part of the Lincoln Line-up, rolling out of Treasure Island, Brad and Joanie Videen's 1956 Premiere coupe and David Gustafson's 2020 Aviator.



Winston Peterson's Olds Cutlass convertible takes its top off to Red Wing.



Tom and Joan. St. Martin check out Tom Warth's 1952 Rolls-Royce Silver Wraith. Or was it Tom Wraith's 1952 Rolls-Royce Silver Warth? I get confused...

For Sale - 1974 Mark IV



"Old Blue" is a Mark IV, medium blue with a darker blue top. Nice straight Mark, very clean and well-kept over the years. It has never spent a night outdoors and never driven in rainy or snowy weather. It is completely rust free.

New exhaust system, good tires and battery. This Mark drives and handles very well and catches the eye whenever it is driven. Interior is spotless and shows very little signs of wear.

Equipped with all of the usual Mark IV accessories and all work well. This fine Lincoln belonged to my late husband and my grandson and I have decided that it is time for it to go to a new owner. A bit over the average mileage for some of these cars at 82,000 miles, but the price will reflect this.

I will be pleased to consider any reasonable offer for this Mark IV.

Please call Arlene Gillett at 763-434-9567 or email: ggillett@usfamily.net

Preview of Coming Events

November Take your Lincolns out for one last fall drive before the cold weather comes to call and stays for the duration.

December No North Star Activities planned. Please spend some quality time with good friends and relatives.

For 2021

Four major Lincoln Car shows being planned for 2021. Due to the pandemic and the various unknowns associated with the disease management, we cannot be absolutely certain that there will be Lincoln shows as presently scheduled for calendar year 2021. As of November 1, 2020, the following sanction Lincoln club meets are scheduled:

LCOC Western National Meet, Palm Springs, California, May 5-9, 2021

LCOC Eastern National Meet, Morgantown, Pennsylvania, June 9-13, 2021

LCOC Mid-America National Meet, Springfield, Illinois, Sept 15-19, 2021

Please check the Lincoln Club website from time to time for the latest information concerning the above events.

The 2021 Lincoln Homecoming, is scheduled to be held August 13-15, at Hickory Corners, Michigan. The theme will be, "Marks Through the Ages" 1940 To 1998.

The Lincoln Motor Car Foundation website will display the most current information as soon as it becomes available. Speaking for the foundation, David Schultz, LMCF chairman.. "We're looking forward to seeing Continental Marks from all eras," and "That includes original, restored and customized Continentals. Owners need not be members of a Lincoln club to join in on the fun.



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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www.northstarlcoc.org Click on publications.

Issues are in PDF format and may be printed on your color printer.

North Star Activities

Lincoln of Bloomington, the place to go to for your next Lincoln

We invite you to stop by and visit with our good friends at Lincoln of Bloomington. If you need a new or late model car, they have a wide selection of really great Lincolns to select from. Do you want a "slightly used, but well cared for" vehicle for a tad less money, they might have the perfect car for you. Our good friends at Lincoln of Bloomington have done their best to support the North Star club over the past few years, and we would appreciate it if you would try and support this fine business. Either sales or service, they will do their best for you.

For Sale



1997 Lincoln Town Car, Cartier Edition. Good looking car, needing some work. It is well equipped and could be a nice entry level car for someone looking for their first "older Lincoln." Make me an offer that is good for both of us. Call Bud Ready at 763.786.8923



For Sale 1979 Lincoln Mark V

Shows under 37,000 miles, two owner car.

Diamond Blue metallic paint, rare color for 1979. Matching blue leather interior. Has moon roof and all other accessories Lincoln offered in 1979. Always garaged, never driven in winter. A

great car for either touring or showing.

No dings, dents or scrapes. Have all maintenance records and factory manuals. Fairly priced at \$14,500/best offer. Call Maxine at 320-269-7547 Minnesota.